

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,320 號拾貳百叁千叁萬壹第 日肆十式月玖年六十二緒光 HONGKONG, FRIDAY, NOVEMBER 16th, 1900. 伍拜禮 號陸十月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED.
CONFECTIONERS,
HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

LANE, CRAWFORD & CO.
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'s Selection.
Sole Agents for Hongkong.

JOHN WALKER & SONS'
FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.
Hongkong, 28th July, 1897.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every ten minutes
Night cars at 5.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 9 p.m. Every quarter of an hour
Night cars at 8.15 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.
McKIRBY & CO.
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE, GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1899.

GREEN ISLAND CEMENT COMPANY
ESTABLISHED 1719.
CHAMPAGNE, GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1899.

PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net or Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned.—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
\$20 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$18.75 per doz.
Less old than the above.
DOURO PORT, \$14.25 PER DOZ.
A fine, full, and fruity wine.

THE ELITE OF WHISKY.—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AMOROSO SHERRY, \$20 PER DOZ.
LA TORRE SHERRY, \$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—D.O.M.,
\$39.75 PER DOZ.
AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel).

SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.

SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS,
HONGKONG.

CANADIAN CLUB RYE WHISKY.
THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.

PER CASE OF 16 FLASKS ... \$19.00
SINGLE FLASK ... 1.25
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD.

COTTAM & CO.
NEW AUTUMN GOODS.
AMERICAN BOOTS AND SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS AND EVENING GEAR.

LANE, CRAWFORD & CO.
(TAILORING DEPARTMENT).
WINTER SEASON.
LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.

DRESS SUITS from ... \$65.
TWEED LOUNGE SUITS from ... 35.
NOBOLK JACKET SUITS from ... 35.
SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

LANE, CRAWFORD & CO.

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO COMPANY LIMITED.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
LEMONADE.
SARSAPARILLA.
TONIC WATER.
SODA WATER.
GINGER ALE.
RASPBERRYADE.
LEMON SQUASH.

PECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

W. BREWER & CO.

CHRISTMAS—London News, Graphic, Sketch, &c., per next mail. Orders registered.
NEW BOOKS AND NEW EDITIONS.

CHRISTMAS CARDS.
GREAT VARIETY.
XMAS MAIL FOR EUROPE, 24th November.
NEW STOCK—FRENCH NOVELS.
A.B.C. and A.I. CODES.
SANDOW'S GRIP DUMB BELLS.
SANDOW'S DEVELOPERS.
BOYS and GIRLS' ANNUAL.
TUCK'S and other ANNUALS.
LADIES and GENTLEMEN'S WALK-ING BOOTS and SHOES—ENGLISH MAKE.
VERY SUPERIOR QUALITY.
DANCING PUMPS & COURT SHOES.
AMERICAN SQUEEZER PLAYING CARDS.
23 & 25, Queen's Road, Hongkong.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO. REIMS.
THE IMPERIAL and ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

BURGUNDIES.

(SOLE AGENTS FOR GUICHARD, POTHEREY & CO., & Co.)

	1 doz. Bottles.	2 doz. Bottles.
NUITS	\$12.00	\$13.00
BEAUNE	19.00	21.00
VOLNAY	23.00	25.00
POMMARD	27.00	29.00
CHAMBERTIN	34.00	36.00
CLOS DE VOUGEOT	40.00	42.00
CALIFORNIA	10.00	11.00
SPARKLING RED	26.00	28.00

H. PRICE & CO.,
WINE MERCHANTS,
12, QUEEN'S ROAD.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering. Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR, and TUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD BIRCHIE.
DODWELL & CO., LIMITED, General Managers.

NOTICE OF FIRM.

NOTICE.
We have This Day AUTHORIZED Mr. PAUL WITKOWSKI to SIGN our Firm.
ARNHOLD, KARBURG & CO.
Hongkong, 12th November, 1900.

FOR SALE.
NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.
ELEY'S SPORTING CARTRIDGES.
EVERY KIND OF SPORTING REQUISITE.
Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 22nd September, 1900.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the Freemasons' Hall TO-NIGHT (FRIDAY), the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 10th November, 1900.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

I REGRET to inform Subscribers that practically all the WIRES belonging to this Company have been WRECKED by the Typhoon.
Every effort is being made to restore them, commencing with the Central District, but it is feared that several weeks must elapse before communication with the outlying districts is completely restored.
W. STUART HARRISON, Manager.
Hongkong, 13th November, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1878 1889.
of Highest Quality and having Greatest Durability are therefore CHEAPEST.
JOSEPH GILLOTT'S
The Only Awarded
Chicago, 1893
NUMBER ONE WRITING PEN
Barrel Pens, 225, 230, 262
Slip Pens, 332, 303, 287, 160,
404, 7,000.
In Fine, Medium, and Broad Points.
THE NEW TURNED-UP POINT, 1032, 2831

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PUNKET'S GAP, The PEAK, near the Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.
THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA, Manager.
Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE".

VICTORIA HOTEL.

SHAMSHIN-CANTON.
THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords a splendid Accommodation for 40 to 50 Visitors.
The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on their arrival and departure.
Telegraphic address "VICTORIA, Canton."
A. B. C. and A.I. Codes used.
MADAE & FARMER, T. F. DA CRUZ, Proprietors.
Hongkong, 16th November, 1899.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap-
sule..... \$10.80
B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80
C—WATSON'S ADELOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00
D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40
E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00
THORNE'S BLEND and WATSON'S
GLENORCHY are high-class Soda Whiskies,
of greater age than most brands in the
market.
ADELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.
D is well known for its fine flavour.
E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTHS.

At Hankow, on the 6th November, 1900, the
wife of ALFRED BROWN, of a daughter.
On the 8th November, 1900, at Yalong Cotton
Mill, Yangtze River, Shanghai, the wife of J.
H. WATSON, of a daughter.
At C 139, Wooning Road, Shanghai, on the 9th
November, 1900, the wife of THOS. J. ROYCE, of a son.
At 2 Park Lane, on the 11th November, 1900,
the wife of D. GOLDMAN, I. M. Customs, Shang-
hai, of a son.

MARRIAGE.

At the Union Church, by the Rev. G. J. Williams,
ADA HUMPHREYS to ROBERT DICKSON. [1903
DEATHS.

At 430 this morning, the 16th inst., at the
Royal Naval Hospital, Assistant Paymaster
JAMES SAKTON BARBER, U.S.N., of U.S.S. Don
Juan de Austria. [2897
At the Government Civil Hospital, on the 15th
inst., GEORGE CHESWELL HAYWARD, eldest son
of ELIZA HAYWARD and the late G. HAYWARD,
aged 30 years. Funeral will take place on Monday,
at 5 p.m. today, the 18th inst. [2904
On the 10th November, 1900, at 4, Amoy Road,
Shanghai, MATILDA CONNELL, widow of Aylmer
John CONNELL, R.N., aged 74 years.
At No. 1, Yuen Fong Road, Shanghai, MARY
the wife of Geo. A. Woods, in her 53rd year.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 16th, 1900

THERE is nothing very startling in the terms
demanded by the Allies from China, as set
forth in the summary telegraphed by Dr.
MORRISON to the Times. Taking them
point by point, rightly enough prominence
is given to the reparation due to Germany
for the murder of her representative at
Peking, and provided that it is insisted
upon that the mission of apology be fully
explained in the *Peking Gazette*, an excellent
effect should be produced by the course pro-
posed by the Allies. The monument to be
erected, we suppose, in a conspicuous posi-
tion in the capital, will serve as a memorial
in time to come that the sanctity of envoys
cannot be lightly disregarded. The aboli-
tion of the Taungli Yamen is an absolutely
essential step. This body has too long been
allowed to befool the representatives of the
Powers. Over and over again has its futil-
ity and insincerity been demonstrated. It
has been a standing proof of the readiness
of the foreign nations, when dealing with
China, to tolerate what they would put up
with nowhere else. By its conduct in the
events leading up to the Boxer outbreak it

filled up the list of its evil deeds and must
be swept off the face of the earth with the
majority of its present members. As to the
punishment of the guilty officials we have
already spoken often enough and in common
with everyone else who hopes for the paci-
fication of China have always insisted that
this is one condition (in spite of all China
has to say on the question) of the settlement
which cannot be foregone, if the name of
foreigner in China is to count for anything
at all in future. The destruction of all
fortifications in Chihli province, including
the celebrated Taku Forts, is not only a
salutary lesson, but an essential step. No
longer must it be possible for the Euro-
peans in Peking to be cut off from the sur-
rounding world for months at a time, until
with heavy loss a force can cut its way
through to their rescue. In this connection,
too, we may take the stipulations for the
presence of permanent Legation guards in
Peking and along the lines of communi-
cation to the capital from the sea-coast.
Without these provisions there would still be
the danger of losing touch completely with
the Peking Europeans. It may come to
pass that one day China can be trusted to
respect her guests; until then their lives
must be guarded, as indeed they ought to
have been before now. However, we have
learnt the lesson and we must profit by it,
though late in the day. The prohibition of
the import of arms into China is a step in
the same direction. Thanks to the freedom
which this traffic has been allowed to enjoy,
we have during the fighting up north
often found our enemies as well, if not
better armed than our own troops. We
cannot prevent the Chinese arming them-
selves as well as they can, but we can
stop our manufacturers selling to them the
weapons which may be turned against us.
There has been too much license to arms-
traders all over the world, and the Powers
have come at length to recognise this. The
suspension of public examinations for five
years in districts which have disgraced
themselves by outrages on foreigners is a
measure which will cut off many from the
attainment of honours for some time, and
will therefore impress itself on the popular
mind. The introduction of a system of
rational intercourse with the Emperor follows
on the abolition of the Taungli Yamen. The
question has often been mooted before, but
China has managed so far to avoid the
concession. As her Empire, however, opens
to the world, the isolation of the Emperor
must be relaxed. We must do away with
corrupt and useless go-betweens, and have
recourse to the actual fountain-head. Last
on the list of terms comes the indemnity to
"states, corporations, and individuals." This
is, of course, inevitable; but we have
already expressed the hope that no huge
sums will be demanded for two reasons.
The first is that it will be difficult to avoid
the incidence of the burden on the mass of
the people, who are not guilty, or only guilty
to a small extent, of the recent outrages;
and the second that, in the case of murder,
it is an evil principle to set up that the loss
of European lives can be compensated for
by a good round sum of money. If this
point be fully recognised in the negotia-
tions, the terms now set out as the basis of
the future treaty will be received with satis-
faction; but there are, of course, very many
details, as to intercourse, freedom of ports
and waterways, etc., etc., which are not
dealt with at all.

The English Mail of the 13th October was
delivered in London on the 16th inst.

The damage sustained by H.M.S. *Fame* during
the late typhoon is greater than was at first
imagined. In the fore part the plates are so
strained that it is thought they will have to
be removed and replaced by new ones, and in
the after parts several feet of the hull will have
to be renewed. The repairs are being proceed-
ed with.

It is with the deepest regret that we have to
record the death of Assistant Paymaster J. S.
Barber, of the U. S. S. *Don Juan de Austria*.
The deceased officer expired at 4.30 a.m.
yesterday morning at the Royal Naval Hospital
of typhoid fever contracted at Canton. The
deceased was son-in-law of Mr. Wm. Whitley,
resident manager of the Sperry Flour Company,
and only married three months ago. We desire
to express our deepest sympathy to Mrs.
Barber, Mr. Whitley, and his family in their
bereavement.

The Hongkong Cricket Club will play their
first match against the Garrison, commencing
at 2 p.m. to-day and continuing at 11 a.m. on
Saturday. Both teams are strongly represented
and the result will be looked forward to with
interest. By kind permission of the Colonel
and Officers, the Band of the 3rd Madras Bom-
bay Infantry will play on Friday and that of
the Royal Welsh Fusiliers on Saturday. The
following are the teams—
Hongkong Cricket Club.—Messrs. Maitland,
Ward, Mackenzie, Lee, Satter, Barrie, Noble,
Clifton Brown, R.N., Elliott, R.N., Strong,
B.M.L.I., and Sercombe Smith.
Garrison.—Major Dyson, Major Dorehill,
Captain Alindie, Capt. Johnston, Captain Wall,
Lieut. Nicholson, Lieut. Krickelbeck, Lieut.
Johnson, Lieut. Hill, Captain Langhorne, and
A. N. Other.

One million dollars (gold) have been appro-
priated by the Manila Civil Service Commis-
sion for improvement of the Outer Harbor,
and Lower Pasig.

At a fire at Amoy on the 20th ult. Mr. Shep-
pard, of Messrs. Butterfield and Swire's factory,
was accidentally killed, and was buried the next
day by a party of officers and men from
H.M.S. *Iris*.

The N.C. Daily News quotes the following
recent specimen of English as she wrote:—
"Dear Sir, I am told godwin keeper sent up
Twenty Oji No. 151 paper @ 22.25 if you
please pay cash money for gainst I am think
you very much my sis."

The New York Sun intimates that the Ameri-
can War Department has detailed Lieut.-Col.
John S. Mallory, of the 41st Infantry at Manila,
to be retained by Consul-General Wildman at
Hongkong as military attaché. We under-
stand that Colonel Mallory is at present in
Hongkong.

The N.C. Daily News Tientsin correspon-
dent writes that he learned from Sir Claude Mac-
donald that he asked the Foreign Office for Japan
when he was offered Teheran a year ago. The
exchange of posts with Sir Ernest Satow was
as we have already mentioned, decided on last
May before the troubles at Peking.

We received yesterday from Mr. Rounseville
Wildman, U. S. Consul-General, the following
typhoon warning, issued from Manila Obser-
vatory at 10 a.m.:—"Depression in Pacific prob-
ably East South East of Manila." Later
we received another warning, issued at 7
p.m.:—"Depression E. or E.N.E. of Manila,
probably moving to N.N.W."

The C. N. S. Tatung, which arrived at
Shanghai from river ports on the 9th inst., re-
ported seeing H.M.S. *Daphne* and the German
gunboat *Ilia* at Hankow, H.M.S. *Tedpole* at
Kikiang, H.M.S. *Roar* at W. H.M.S.
Banavento at Nanking, H.M.S. *Taroo* at
Chinkiang. The *Tatung* passed the French
gunboat *Lion* ten miles above Kikiang, and a
German cruiser at Kushan Point.

The Hon. Treasurer of the Alice Memorial and
Netherlands Hospitals begs to acknowledge with
thanks the following donations to the funds of
the Hospitals:—

Kwong Wai Company	...	\$15
Chow Dart Tong	...	10
Man Cheung Yuen	...	10
Un Lai Chuen	...	5
Chan Chau Nam	...	5
Under \$5	...	3

The Chinese Telegraph Administration at
Shanghai is in receipt of a telegram from the
office at Tungkwang, dated the 1st inst., stating
that the farmers in that district, supposing the
presence of the telegraph line to be responsible
for the prevailing drought, have cut the line
between that station and Hsienanfu, thus in-
terrupting communication between the new
capital and stations to the north, but not affect-
ing communication between Hsienanfu and
stations south to Shanghai. It is clear that
further interruptions from the same cause may
be apprehended in the same part of the country,
and the circumstance is of interest as indicating
the scarcity prevailing on the borders of
Shansi and Shensi.

The dearth of coal and the present crisis in
the coal market has brought Java coal to the
front. The coal measures of the island are
described in the *Batavia Nieuwsblad* as very
extensive and as being found mainly at Bayah
in the residency of Bantam. Only Bocoeno coal
is met with in the island. Brown coal also
abounds in Java. Coal similar to that found
at Bayah is mined in Northumberland and in
Lancashire. The government sent an *expedient*
to examine the Bayah seams. He reported
favourably on their quality and extent. But
the government did not follow this up by min-
ing operations, owing to difficulties of trans-
port, especially the absence of railway com-
munication between the coalfields and the
nearest seaport. These difficulties have now
been almost surmounted. A company has been
formed to work the Bayah coalfields. It is ex-
pected that shortly Java will be no longer
dependent upon foreign coal.

There seems to be considerable dissatisfaction
among passengers and the general public in all
the Eastern ports at the recent steamship-owners'
combination to increase the passenger rates 10
per cent. Almost the entire press of India
denounces the proposal set forward as "an im-
position," and the reason of the increase being
due to the increased price of coal as a result of
the typhoon. The *Pennine Gazette* to hand
says:—"This action has caused considerable
dissatisfaction in India, too, where it is pointed
out that, although coals have, of course, risen
in price enormously owing to the South African
and China wars, the Taft Vale and Great East-
ern strikes, and other kindred causes, the effects
of these latter troubles are not likely to be more
than temporary, and indeed are already showing
signs of a passing off. Besides, all the liners
which run from Calcutta and Bombay burn
native coal, and with the gradual but certain
development of the Bengal and Assam coal trade,
which is every day growing in importance, coal
at these ports have never been better, cheaper,
or more plentiful. If it were necessary, it is
alleged that steamers could probably satisfy
their requirements at even lower rates than
those now current. Objection is also taken to
the addition being described as 'primage,' in the
advertisement—a word which is a technical
sense means a percentage paid to the master
of the vessel as a gratuity for taking charge of
the shipper's goods. It is true that in this
sense the term, together with the gratification
which it signified, has long since fallen into
disuse, but it should hardly be employed now
to describe what would be characterised more
correctly as an imposition."

The revenue of Sarawak in 1901 is estimated
at \$862,823. The outlay is set at \$808,142.

Mr. C. J. Rivett-Carnac, adviser to the Minis-
try of Finance in Siam and Comptroller of the
Siam Government, is now in Singapore.

The leading Chinese of Penang have subscrib-
ed \$33,000 in support of the Free School there—
which is said to be the oldest establishment of
its kind in the Far East. The school is now
in financial embarrassment.

A Simla telegram of the 31st ult. says that
the operation of the relief of the garrison of
Chital for the season is now practically com-
plete, the relieving column having on the 30th
reached Sado, but a few miles from Chakdara,
all well.

According to a Japanese paper, the Korean
standing army consists of 6,500 men, of whom
3,000 Imperial Bodyguards, 400 Artillery, and
100 Cavalry are in Seoul. The remainder are
distributed among the provincial garrisons and
range in numbers from 100 to 200. It is now
reported that the strength of the Imperial Body-
guard is to be raised to 5,000, so that the standing
army will exceed 8,000 men in all.

During the recent maiden trip of the Trans-
atlantic liner *Lorraine*, very satisfactory results
were obtained from the testing of the carrier
pigeons. These birds have, it is said, beaten
the former record, for they carried messages
over 350 miles, or about 650 kilometres of ocean.
The previous longest distance covered by the
pigeons tested was 324 miles. Twenty-five
passengers of the *Lorraine* were enabled to
send message to their friends by the pigeons
when the liner was two days out from Havre on
the voyage to New York.

Confirmatory news of the loss of the sailing
ship *Tan O'Shanter* while on a voyage from
Hongkong to New York reaches us by this
mail. The vessel, it is gossiped in shipping
circles, was condemned for any further ser-
vice, and negotiations at one time existed for
her sale and subsequent "break up." However,
after a minute survey, it was determined to
again put her on the run and she was chartered
for America as above stated. The vessel was in
command of Captain J. E. Ballard, who had his
wife, daughter and infant on board; the chief
and second officers were Europeans and the
remainder of the crew were Japanese. The
Tan O'Shanter left Hongkong on 9th Septem-
ber, and from the fact that she was never re-
ported as passing Ajor it is presumed that she
was lost between Hongkong and that port.
She carried a general cargo.

The Straits Times mentions another "pos-
sible" for the Governorship of the Straits.
According to the *World*, Sir Arthur Have-
lock, Governor of Madras, will return to Eng-
land about the end of the year. He will thus
relinquish office three months before the ex-
piration of his period of five years' actual ser-
vice. Sir Arthur will be brought forward for
a Colonial Governorship, as the five years passed
in India do not count for Colonial office pen-
sion. His colonial service dates from 1873,
and he has still some three years to put in
before he can claim a full retired allowance.
From the *World's* point of view this sug-
gestion may seem fraught with potential pro-
phecy. As a matter of fact no man who has
served as Governor of Madras at \$7,000 a month,
plus allowances, will accept a drop to \$34,000 a
year and a lower grade billet in the Straits.

A despatch from Madras to the *Indian Daily
News* of the 24th ult. says:—"A cyclonic storm
of some intensity has been raging in Madras
since yesterday, accompanied by heavy rainfall.
The weather in the Bay has been squally, and
last night the s.s. *Clara Fraser*, which was
anchored in Madras Harbour, snapped her bow
mooring chain, as also the wire hawser, which
was put on by the pilot to prevent any accident.
Then she drifted along shorewards, dragging
her anchor, which, however, got caught in one
of the mooring chains attached to a buoy, and
thus prevented the vessel from stranding al-
together. Her stern just reached the ground,
but her bowhead was free. The senior Harbour
Master went on board at once and dropped
another anchor, so as to make her safe. He
remained on board all night, and the vessel is
now securely moored, having been moved out of
her dangerous position. During the squally
weather, several Masala boats were washed
ashore.

THE TYPHOON.

FEARED LOSS OF A FISHING FLEET.
Reports of the damage caused in the outlying
islands by the typhoon continue to be sent in
to the Police Authorities. It is feared that
about 19 junks with about 90 persons on board
have been lost in the neighbourhood of Lintin
Island. They belonged to the district of Tai
Ho, and as they have not yet been heard of it
is not at all unlikely that they have all come to
grief, as when the wind veered round they
would feel the full force of it. Some junks
containing 20 or 30 men foundered off Tai Ho
and the crews were drowned. The small harbour
at Tai Ho was crowded with junks during the
typhoon, but the bluff kept off the wind and all
escaped.

Though the damage done to the junks and
boats at Yamutai was considerable the number
of lives lost does not appear to have been so
great as has been reported. In the majority of
cases the reports as to loss of junks, etc., sent in
to the police say, "no lives lost."

THE "BENJAMIN SEWELL" RE-FOATED.
The *Benjamin Sewell*, which was driven
ashore near the Naval Yard, has been re-floated
and is now undergoing repairs in the Dock at
Kowloon. The water was pumped out of her
by a floating fire-engine belonging to the
Water Police.

TELEGRAMS.

"DAILY PRESS" SERVICE.
THE ORISIS IN CHINA.

London, 14th November, 6 p.m.

KAISER MAKES NO NEW STATE-
MENT ON CHINA.

The Kaiser has opened the Reichstag.
His references to China contained nothing
new.

A PROMOTION AT PEKING.
Mr. Tower, Second Secretary at the
British Legation at Peking, has succeeded
to Mr. Bax Ironside's post.

CHINA AND THE ALLIES.
DEMANDS.

Dr. Morrison, in his despatch to the *Times*,
stated that he believed that China would
willingly accede to all the terms demanded
by the Allies, except the death penalty for
the Princes and officials.

REUTER'S SERVICE.
LONDON, 15th November.

PARLIAMENT.
Parliament will meet for the autumn Session
on the 3rd December, as the Government re-
quires money for the war.

MINISTERIAL APPOINTMENTS.
Lord Raglan has been appointed Under-
Secretary for War. Lord Onslow, Under-
Secretary for the Colonies, and Lord Har-
dwick, Under-Secretary for India.

It is almost certain that the Cabinet will
consist of twenty members, the largest on re-
cord.

ILLNESS OF THE TSAI OF RUSSIA.
The Tsar of Russia is suffering from an
attack of influenza.

THE FIGHTING IN BRITISH
SOUTH AFRICA.

The Boer raiders continue active. Prisoners
admit that they are hopeless of regaining the
country, but they are determined to cause the
British as much loss as possible.

THE UNITED STATES REVENUE.
The United States Revenue is \$367,000,000,
the largest on record.

CHINA HONOURS.

In our issue of Monday we gave the list of
chief honours conferred for service in China.
The following list of promotions is now to
hand:—

Commanders Fraser, Granville, and Beatty
to Captains;
Lieutenants Kemp, Leard, Hulbert, Colomb,
and Keyes to Commanders;
Sub-Lieuts. Ballard, Walcott, Brinkwaite,
Cochrane, and Kennedy to Lieutenants;
Staff-Surgeon Thomas to Fleet Surgeon;
Surgeons Browne and Hall to Staff Surgeons;
Staff Paymaster Alton to Fleet Paymaster;
Asst. Paymasters Botter and Hargreaves to
Paymasters;
Major Johnston, R.M.L.I., and Luke,
R.M.L.I., to Brevet Lieut.-Col.
Capt. Wray, R.M.L.I., to Brevet Major.
Lieut. Armstrong, R.M.L.I., to Captain.
R.M.L.I.
Commander Boothby, Midshipmen Herbert,
Jones, Mayne, Gipsy, Gay, Shores, and Osborn,
and Asst. Engineer Cossey, noted for early
promotion.

POLICE COURT.
Thursday, 15th November.

Before Mr. HAZELAND.

GAMBLERS.
Inspector McLennan took a trip yesterday
at the new daily occupation by the police of
raiding gambling dens. He visited one in
Kwong Yau Lane in the evening and made
eighteen arrests.
Each defendant had the usual story to tell
of being in the house just to see a friend,
or merely looking on, etc., etc., but his worship
convicted them, the two masters being fined
\$25 or six weeks imprisonment, and the others
\$5 or 14 days.

DESERTING THEIR SHIPS.
Joseph Duffy went ashore from the trans-
port *St. Andrews*, and found when he wanted
to get back, that he had spent nearly all his
money and had not sufficient to engage a sam-
pan to put him on board. The ship shortly
afterwards sailed for the Cape without him.
Inspector McSwan, of the dockyard police,
stated that the man was willing to work his
passage to the Cape by the transport *Mohawk*,
which is shortly leaving for that port, and at
which he could rejoin the *St. Andrews*. Duffy,
he had left all his possessions and money on
board.

Duffy—Four months' pay, sir—just close on
\$16.
An order was passed for his being placed on
board the *Mohawk*.

Three seamen from the steamer *Claverdale*
were charged with going ashore without leave,
and further, with refusing to do duty. They
were ordered to be forcibly put on board.

STEALING CLOTHING.
Chan Tuk, servant at No. 7 Police Station,
was charged with stealing five pieces of clothing,
value \$4, from one Li Kwon.

Complainant stated that he visited his brother's
quarters at the police station on the 6th inst., and
on coming away left his bag, which he roped
securely. When he returned on the 12th he
found that the bag had been broken open and
the clothing already mentioned stolen.

Complainant's brother said that when the
theft was reported to him he instituted a search,
and in defendant's room came across some pawn
tickets concealed in the bed. In a drawer he
also found two of the five articles stolen.
Defendant pleaded that the pawn tickets and
clothing had been placed in his room by some-
one. He knew nothing of them.
The magistrate passed sentence of two months
hard labour. There is a previous conviction
against the accused.

ANNUAL LICENSING SESSIONS.

Yesterday afternoon the annual session of
Her Majesty's Justices of the Peace was held
at the Magistracy for the purpose of consider-
ing applications for licences and adjourn-
ment for the year 1900-1901.

The chair was occupied by Mr. F. A. Hus-
land, and there were also present the Hon. F. H.
May, C.M.G.; Messrs. D. R. Crawford, R.
Cocks, (Dr.) F. Clarke, H. P. Tooker, Hallifax,
H. R. Nicolle, E. W. Mitchell, and C. A. D.
Malabar (Clock to Justice).

The following was the list of applications:—
Joseph Jones, the International Hotel,
Nos. 318 and 320, Queen's Road Central;
Isidore Silverman, the Globe Hotel, No. 184,
Queen's Road Central; Isaac Samuel Green-
stein, the Central Hotel, Nos. 242 and 244,
Queen's Road Central; Morris Freimann, the
Land We Live In Hotel, Nos. 332 and 334,
Queen's Road Central; Mrs. Annette Popier,
the Colonial Hotel, No. 1, Jubilee Street;
Heinrich Vaeolmann, the Western Hotel, Nos.
60 and 62, Queen's Road West; Mrs. Esther
O'Brien, the Travellers Hotel, Nos. 12 and 13,
Queen's Victoria Street; Henry James Fauché,
the Praya East Hotel, Nos. 23 and 29, Praya
East; James Wm. Osborne, the Kowloon Hotel,
Elgin Road, Kowloon; Hans Jertran, the
German Tavern, Nos. 266 and 268, Queen's
Road Central; Rastomjee Cowasjee-Bamjee,
the Stag Hotel, Nos. 148 and 150, Queen's
Road Central; Ismail Pilly Madar, the New
Victoria Hotel, No. 9, Queen's Road Central;
James Thomas Course, the Eastern Hotel,
Nos. 192 and 194, Queen's Road East;
Crawford Maclean, the Hongkong Hotel,
No. 30, Battery Road; Hamilton C. J. Hammon,
the Bay View Hotel, Nos. 29, Shaikwan Road; Bernard Jones,
the Eastern Hotel, Nos. 173 and 175, Queen's Road
East; Harry Haynes, the Hongkong Hotel,
Nos. 21, 23, 25, and 31, Queen's Road Central,
and No. 1 and 3, Pedder's Street; Alexander
Moir, the Peak Hotel, Rural Building Lot No.
77, the Peak; Frederick Melhuski, the
Criterion Hotel, Nos. 21 and 23, Pottinger
Street; Richard J. Young, the Metropole
Hotel, No. 2, Shaikwan Road; William
Kratz, the Rose Shamrock & Thistle Hotel,
Nos. 76 and 78, Queen's Road Central;
Antonio Fongsee (Adjunct Licensee, the Con-
naught House, No. 23, Queen's Road Central;
Anthony Milroy, the Sallors' Home, No. 187A,
Praya West; Mrs. Madeline Moore (Adjunct
Licensee), Pelham House, No. 29, Wyndham
Street; Mrs. Elizabeth F. Stainton (Adjunct
Licensee), the Waverley Hotel, No. 8, Lo House
Street; Victor J. Avilla Thomas Grill Room,
No. 2, Queen's Road Central.

With regard to the application of J. T.
Course for the premises known as the Eastern
Hotel at Nos. 192 and 194, Queen's Road East,
Mr. O. D. Thomas (Master, Dances and Has-
sling) said that the license of this hotel was
formerly Mr. Jones'. The latter obtained a
license last year, but his conduct was unsatisfac-
tory, and it was decided that a new man should
apply. Mr. Course was formerly on the Army
medical staff. He was discharged with a good
character, and had been employed at the
Government Civil Hospital, and obtained a
good testimonial from Dr. Atkinson. He was
afterwards employed a short time by Watkins,
chemist.

Mr. May—I should be glad to see Dr. Atkin-
son's testimonial.
The testimonial was produced and the Chair-
man observed that it stated that the applicant
was an "excellent" man for putting down an
epidemic. The Chairman added that a man
might be a good man for putting down an epi-
demic, and yet not be a good man to conduct a
public house.

The Justices considered the application in
private, and decided that it was not advisable
that the place should be kept open. They,
therefore, refused the application.
With regard to the application by Bernard
Jones for premises at Nos. 173 and 175, Queen's
Road East, to be called the Eastern Hotel, Mr.
Williamson (Messrs. Wilkinson and Grist),
appeared. He said Mr. Jones obtained a license
last year to carry on business at certain pre-
mises in Queen's Road East—Nos. 192 and
194. Those premises did not belong to him
but were the property of a Chinaman. With
this Chinaman his client had lately been on
somewhat bad terms. Whether that was on
account of the Chinaman wishing to obtain
possession of the license, granted to his
client or not, he could not say, but he under-
stood that an application had been made with
respect to the premises at 192 and 194 to have
the license transferred to him. He submitted that
his client had endeavored to conduct the place
properly. There was nothing against the man
himself, and provided the Justices saw no ob-
jection to the premises they were asked to
license he did not see why the Justices should
object to the application.

The application was refused.
THE HUNGKONG HOTEL.
Mr. Reese appeared for the license of the
Hungkong Hotel. He said his client had held
the license for five months. He believed it was
proposed that this hotel should be removed in
two weeks to the new premises at the Hotel
Factory. He did not know whether there was
any objection to granting the license, but he
understood that Mr. Cocks of the Dock Com-
pany had something to say with regard to it.
There happened to be a Chinese ship with a
grocer's license next door to the hotel, and his
instructions were that sailors got drunk there
and took it away.

The Chairman said that this house had given
rise to a lot of drunkenness, and the occupier was
in April last convicted of supplying a drunken
man with liquor. He said he was very pleased
indeed if this house could be shut up, as it
caused a great deal of trouble at the Dock.<

NOTES AND IMPRESSIONS FROM A TOUR IN CHINA.

[By H.E. Sir Henry Blake, K.C.M.G.]

(Continued.)

The country from Tientsin to Tang Shan is the same flat plain as that from Peking. From Tang Shan to Shanhaiwan is diversified by hills of apparently disintegrated granite. But no rain had fallen and the country was bare of vegetation. All farming operations were suspended, clouds of dust swept seaward before the strong land breeze that here, after the manner of Chinese contraband, sets in each morning at about ten o'clock, and it was evident that the population must be in immediate danger of destitution, if not of famine. But here so far there was absolutely no symptom of unrest. The coal-mines of Tang Shan were in full work close to the railway station, where extensive ranges of workshops were being erected by Mr. Kinder, whose indomitable energy has made the Chinese Imperial Railway, and whose uncompromising integrity and ability have saved its revenue from the tortuous finances of a portion of the Board of Directors. Here was preserved the "Rocket" of China, the first locomotive constructed. It was built by Mr. Kinder for the purpose of getting the coal from the mine to a little distance. He bought the wheels in Hongkong for five dollars, and made the other parts out of odds and ends. When it was put to work the Chinese were so affected to be frightened at this dragon moving about, so at length a complaint was made, and an official was sent from Peking to inquire into his unbecoming innovation. Mr. Kinder got timely warning, so he took the engine to pieces and scattered the parts about the yard. The commissioner remained for a time and was well treated. He reported that there was nothing to be found of the dragon. Li Hung-chang gave the hint it might be quietly put to work again, and little by little the work was extended until the line reached the wharf on the river, a distance of five miles. Here it stuck for several years before the extension was entered upon. The 600 miles that are now working were carried through by the support of Li Hung-chang, who in this respect has been a consistent advocate of progress. In the workshops at present existing at Tang Shan, engines are being repaired and rolling stock built entirely by Chinese labour and with Chinese foremen. The car can be built twenty per cent. cheaper than they can be imported, but on the completion of the new railways of Mr. Kinder hoped to build his engines, getting the raw material from England, and with the command of intelligent Chinese labour he expected that they would be built very much cheaper than they could be imported. Unhappily the Boxer upheaval has partially destroyed the railway, and the workshops, plant, and rolling stock at Tang Shan have been given to the flames.

The Boxer movement is the most serious that has arisen in China since the Taiping rebellion. It is not many years since it began by the instruction of a few men in the arts of boxing and fencing, ostensibly for the purpose of enabling them to preserve order in their villages. The professors of this Chinese art of self-defence lived in the mountains in the neighbourhood of Tai San, the principal one of the five sacred mountains of China, which is annually visited by great numbers of pilgrims. After a time it was found that the teachers claimed supernatural powers; possibly they may have been able to produce mesmeric phenomena, which would deeply impress the people. Anyhow, the members formed themselves into a secret society which practised incantations, the effect of which they firmly believe is to render them invulnerable. Nor does the occult demonstration of death by violence affect this belief, as, in that event a second body is waiting for their spirit to enter, these auxiliary bodies residing in the stars and coming down when required. They adopted certain signs of brotherhood, and each member wears a charm composed of shells at his waist-belt.

The society has spread with amazing rapidity, its watchword being "China for the Chinese." Its existence has been known for more than two years, but in a country where nine-tenths of the people belong to some secret society it attracted no particular notice. It first became militant in its attacks upon missionaries in Shantung, where probably the Chinese officials had gauged the real strength of the movement.

When the foreign Ministers demanded that steps should be taken for the suppression of the society, the protection of the Empress Dowager was given to it. A great movement of "China for the Chinese" might be in the north, as it is in the south, a real danger to the Manchurian dynasty; but if the dynasty made common cause against the Western barbarians it might be saved, hence the unopposed approval of the movement. Prince Tuan, the father of the selected heir apparent, is stated to be a prominent member of the society, and it is believed that a great number of Manchurian nobles have joined it. Murders of missionaries were denounced by gentle exhorting and feeble requests for good behaviour, and when at length in the early part of June the Boxer thousands engaged in the destruction of the Imperial railway, were met and defeated by General Nish with severe loss, the work was thrown off and the General was reprimanded for undue severity.

From that moment matters assumed a much graver aspect. Hitherto the Boxer propaganda had not been openly espoused by the Imperial troops, although their sympathy was strongly suspected; but when Admiral Sir Edward Seymour, with an allied force of two thousand men, made his unopposed attempt to force his way to Peking for the relief of the Legations, he was confronted by Imperial troops who had joined the Boxers en masse or had been ordered to support them. In the meantime, and after the return of the column, the foreign settlement of Tientsin was besieged, bombarded

by Chinese artillery, and day by day attacked by Chinese regular troops and Boxers. Had the Taku forts not been taken by the allied forces on the 17th of June, they would have been occupied in great force by reinforcements then proceeding for that purpose. It is improbable that they could then have been reduced by the small number of men available from the allied fleets, from which the Peking relief column had been drawn, and while awaiting the advent of troops, the force with Sir Edward Seymour and at Tientsin, with the foreign community of that settlement, would have been completely cut off from the possibility of obtaining supplies or ammunition. In the meantime impenetrable mystery surrounds Peking, and now, in the last days of July, we know not if the eight or nine hundred foreigners are safe, or if the allied armies will only arrive in Peking to find that the horrors of Calcutta have been repeated.

That the movement should have culminated so rapidly in Shantung and Chi-li is not surprising to those who have observed the hysterical side of the Chinese character. The long drought had ruined their crops and reduced the large population of those provinces to a state of desperation. Rinderpest had attacked the cattle in Shantung, and put a stop to the export of 800 head per month hitherto supplied from Chefoo to the Russian garrison at Port Arthur. Agitators were clever enough to seize the opportunity, and placards were posted declaring that they were visited with these accumulated misfortunes as a punishment for permitting the presence of the foreigners.

But the outbreak of violence in the two north-eastern provinces has been followed by an apparently concerted movement against Christians in every part of China. From Chi-li in the north to Hainan in the south, from Chekiang in the east to Yunnan in the west, the missionaries are flocking to the ports for safety. Many have been murdered, some with circumstances of horrible atrocity. Mission stations have been burnt or destroyed, and evidence accumulates that Christian missionary effort has not succeeded in winning the good will, or even the toleration, of a people who have in the past shown themselves singularly tolerant of other faiths. Taoism has joined hands with Buddhism, and Mohammedanism has many thousands of votaries who follow the tenets of their faith without let or hindrance. The subject is ably treated in a pamphlet entitled *Missionaries in China*, by Alexander Michie, published in Tientsin in 1899 and reviewed in the *Times* and other English papers. In China it is freely stated that the principal cause of the widespread dislike to missionaries, especially the Roman Catholic, is their interference in law suits and practical coercion of the Yamen on behalf of their converts. But such statements must be received with reserve in a country where such assertions are not easily verified, and missionary jealousies are not unknown. Among the 2,500 foreign missionaries spread over the length and breadth of China are doubtless many instances of noble and devoted self-sacrifice, but the missionary body is not without its leaven of taciturn aggressiveness. This must be remembered when judging of the attitude of the Chinese. It is questionable whether a foreign missionary, or native, engaged in proselytizing in the South or West of Ireland would be as safe without constant armed protection as the great majority of missionaries have been in China under ordinary circumstances. But among the existing causes of an intensified anti-foreign sentiment throughout China one of the most potent has been the earlier writings of Kang Yu Wei the reformer. His earlier writings, in which he uses every argument to compel his countrymen to adopt Western methods to the end that China shall free herself from the trammels of the foreigner and become the most powerful nation in the world, are brilliant literary productions. Every square mile of territory torn from ancient China by aggression or obtained by diplomatic pressure is recapitulated, and the despoilment denounced with passionate force, while the possibilities of the future recovery of lost possessions by an awakened and instructed nation of 400 millions are reiterated in glowing and vigorous periods. The writings of Kang Yu Wei are disfigured by the open advocacy of assassination of all those whom he holds responsible for the suppression of the reform movement, but they have exercised a serious influence upon the literati, among whom his disciples are numbered by thousands, and prepared the ground for a possible anti-foreign struggle.

His later writings advocate progress and reform by the aid of foreigners, and the same freedom for foreigners in China as they enjoy in Western countries. His violent denunciations of the Dowager Empress, Prince Tuan, Jung Lu, and others, caused his book to be suppressed and publicly burnt, but the book and early memorials have been extensively read and have profoundly affected the opinions of educated China. It remains to be seen what the modifying effect may be of his later and more matured convictions.

With the visit to Shanhaiwan and Tang Shan the interest of our tour in China ended. Back to Tientsin we found no apparent symptom of disturbance, and on the morning of our departure for Taku, en route for Corea, we found at the railway station, since the scene of so much hard fighting, Dr. Tong, the Chinese director, who came to see us off. I have heard since with regret that his wife and child were killed by a Chinese shell in the bombardment of Tientsin.

And now, as I write, we stand face to face with one of the gravest problems of the century. From the ends of the earth, tens of thousands of the armies of Europe and America are hurrying to suppress the Legations of the Great Powers, or to exact a stern retribution. For over six weeks nearly one thousand foreigners have been shut up in Peking, and for a month no word has come from them. The Allied Powers will

go to Peking, and should the worst have happened, what then? It may not be without profit to remember that there are two Chinas—the China of the north of the Yangtze, and the China of the south—two Chinas speaking different languages, and entertaining for each other a mutual antipathy hardly less than that with which each regards the foreigner. At this moment the Chinese of Hongkong have collected 10,000 dollars to assist the Customs employed in Tientsin to escape to the south. Leaving out the great province of Szechuan, with its sixty-eight millions, which lies midway on the west, the population of the north and south of the Yangtze is in each case between 145 and 146 millions. But forecasts are vanity. When the wise men are gathered together to discuss the political future of one-third of the human race, who can foretell the solution of the problem?

CHRISTMAS CARDS AND CALENDARS.

We are once again reminded of the approach of the festive season by the receipt of a box from Messrs. Raphael Tuck and Sons, containing a magnificent assortment of cards and calendars for Christmas and New Year distribution. No firm whose business it is to produce these artistic novelties has yet surpassed, if it has approached, Messrs. Raphael Tuck and Sons' productions, and it is really wonderful how many designs have been thought of and created. They have published no less than 1,200 entirely new sets of cards, embodying some 3,000 individual designs for the rapidly approaching season, and they rightly claim this to be a remarkable achievement, and an unprecedented one in their own annals. The majority of these designs are really beautiful and it is really wonderful to realise how successfully the printer has been able to reproduce so attractively the design and colouring of the artist. In fact the average student who dabbles in water-colours will involuntarily wish, on inspecting some of the designs, that he or she could paint as well. To those who prefer plain antique designs to those of floral and more elegant finish, Messrs. Raphael Tuck and Sons have provided an excellent assortment, whilst the humorous series form an important line. Among the series deserving special mention is the "Gem Pendant," a graceful double folding card of entirely new shape. This charming novelty is introduced in no less than 90 sets of the collection. Following these the "Pompeian" series, the "Patriotic," the "Gem Vellum," the "Art Bronze," the "Venetian," the "Greece" leaders, the "Oak" plating panels, the "Flower Jewels," the "Empire," the "Wedgwood," the "Golden Medallion," and the "Ecclesiastic," the "Turquoise," the "Hand-painted Celluloid," the "Satin," the "Ebony Celluloid," the "Art Wood," the "Fair Nature," the "Trailing Blossom," and many others.

The calendar number no less than 200 distinct designs, of which processes of production, chromolithography in its highest form heads the list, while the art of the engraver, both in line and mezzotint, and the different methods of photographing and phototyping, have all been requisitioned. Some of the foremost artists of the day have furnished the original designs. The children have not been forgotten, for indeed Father Tuck will soon be as well known to the juvenile imagination as Santa Claus, and among the special features for children are the military cards, pictures of animals, and many handsome gift books of which the best Father Tuck's Annual and Father Tuck's Toy Books and an illustrated new Edition of Grimm's Fairy Tales, a comprehensive illustrated Natural History, by Dr. Ridewood, D.Sc., F.L.S., of the Natural History Museum, illustrated Stories from both the Old and New Testaments, by Lady Magnus, Helen M. Burnside, and others. Messrs. Raphael Tuck & Son's cards are now on sale locally, at the booksellers and stores.

CRICKET.

A cricket match was played at the Happy Valley on Wednesday, 14th inst., between Queen's College and St. Joseph's College, and resulted in a victory for the former by 20 runs. The following are the scores:—

ST. JOSEPH'S COLLEGE.	
C. O'Brien (Capt.), b. Gilmahali	0
A. Ribeiro, b. Gilmahali	5
R. Remedios, c. Kwong, b. Gilmahali	7
E. Taylor, b. Humphreys	5
E. Rosa, c. Humphreys, b. Gilmahali	5
Chan Yan, c. and b. Gilmahali	0
Gilmahali, not out	2
R. Remedios, not out	0
F. Rosa, c. and b. Gilmahali	0
F. Remedios, c. Kwong, b. Gilmahali	1
J. Yee-novich, b. Gilmahali	0
Extras	2
Total	22

QUEEN'S COLLEGE.	
Tsui Chan Fan, c. Chan Yan, b. Remedios	0
Si Shui Kwong, c. Rosa, b. Remedios	0
J. A. Barretto, c. Chan Yan, b. Remedios	17
E. Rosa, c. Humphreys, b. Gilmahali	17
A. Tsui (Capt.), run out	0
F. Ellis, b. O'Brien	9
E. S. Joseph, b. Remedios	2
C. Humphreys, b. Remedios	3
R. O'Brien, b. Remedios	1
E. Rosa, b. Remedios	1
H. Fooker, not out	2
Extras	2
Total	43

HONGKONG VOLUNTEER CORPS.

THE GILLES CUP.	
Sixteen members competed in this competition on the Association Range. Owing to a high wind at 600 yds. the shooting was not up to the usual average. The best scores were:—	
500-600-600 H. Cap To.	18 89
Sep. Pallen	20 27 24 18 89
Gen. Baldwin	23 27 25 1 82
Gen. Dittman	23 37 18 17 82
Gen. Stewart	31 31 16 78
Pte. Sibbald	24 18 19 16 77
Gen. Wilson	17 19 18 18 72
Sep. McLaughlin	15 14 23 21 71

OLIVERS FREEHOLD MINES, LIMITED.

Messrs. John Humphreys and Son inform us that in a letter they have received from Mr. J. W. Roberts, Consulting Engineer to Olivers Freehold Mines, Limited, dated 17th October, 1899, he writes as follows:—

OLIVERS FREEHOLD.
I visited the Mines on the occasion of the clean-up at the beginning of the month. Work was proceeding as usual with fairly good results, all things considered. The stopes generally give promise of enabling us to maintain something like the present average for some time to come.

The quantity of stone crushed was 495 tons, which yielded 287 oz. of gold of the value (after deducting basic charges) of £1101-16-0, or a trifling improvement on £2-10-9 per ton. You will note that an improvement in the value of the gold has taken place since Mr. Webb took charge of the mine; this is the result of closer refining.

The total mining charges for the month were £1,137-17-6, made up as follows: wages 2788-9-2, stores £249-7-6. Development account shows: shaft sinking, wages £112-9-7, stores £28-6-9, and timber £28-5-1, total £165-1-5, which, deducted from the total charges, leaves £969-16-1 against working account, showing a profit that the mine contained in sinking (not taken for gold contained in sinking) at public crushing, the month's return would more than cover all mine expenses.

Last month the shaft was continued on wages; the second hundred feet has been started at £2-4-6 per foot, the contractor finding all labour and supplies (excepting timber) and agreeing to put in ladders and cage-guides from 300 to 500 feet. When the contract is finished the shaft will be quite complete to 500 feet. A small reef has been going down the shaft for the last 20 feet, but it is of no value. At 500 feet should the reef, keep the same angle as in the levels above, we shall have to drive about 45 feet to intersect it.

A bulk parcel of ore from the end of the 300 level south was crushed for 4 dwts. per ton. This showed a decided improvement on a previous trial crushing and was water heavily impregnated with iron was flowing freely from the face—for 200 feet back from this point the drive had been perfectly dry—and the indications all round were favourable for further improvement. I let a contract to extend the level a distance of 100 feet at £2-4-6 per foot. The width of the level in the end I do not know. I anticipate that when the contractors get fairly going they will be able to keep five stampers going constantly. I intend to crush the whole of the stuff as broken, as at 4 dwts. per ton it will show 7-7 per ton over crushing and carting charges, which will go well towards defraying the cost of driving.

TIENTSIN.

The Peking and Tientsin Times of the 3rd inst. has the following items of information:—Sir Claude and Lady MacDonald left Tientsin at noon on the 31st ult. They were met at the station by many Tientsin friends, and the senior military officers, to wish them bon voyage, besides a great number of honours. The Hongkong Regimental Band was also there. They embarked on H. M. S. Endeavour for Japan.

The 14th U. S. Infantry from Peking left on 31st October last en route for Manila. General Lorne Campbell with the British column is expected here from Pootung on Monday (5th inst.).

Part of the 1st Bengal Lancers entrained on the 2nd inst. en route for Hongkong where the whole regiment will winter. We very much regret the departure of the Lancers, who have done splendid work up here. The precise object of their withdrawal to Hongkong is not clear, but it is presumably thought they will be of valuable service in dealing with the difficulties arising in the Hongkong hinterland.

The Tongshan coal mines resumed work under the old management on the 25th October, though the Russian flag is still flying over the works. In bidding farewell to the Hongkong Singapore Artillery, Sir A. Gaselle thanked them for their services on this campaign. It is the first time the Corps has been actively employed, and it will be a satisfaction to the Government to know that they have so efficient and useful a body of Native Artillery in the Far East.

The idea of wintering for the Chinese after the peace seems to be quite universal, as the same argument was found in the letter to the Empress Dowager discovered in the possession of Chi Sin, the ex-member of the Tangu Yamen, captured by the Japanese in Peking.

Everyone is asking what has become of the large Japanese force that came to North China. Twenty thousand men can hardly melt into space; yet this is precisely what has happened if we are to believe the Japanese themselves, as according to the following return compiled by them, they have not a man in Peking; they were not represented in the Pootung column either. We know however where a few of them are in the Native City, where they are billeting out in two and three to a house. The troops remaining in this city after the departure of the Pootung expedition are:—

British	2,500 infantry; 440 cavalry; 4 guns.
Russian	1 company under a Captain.
German	2 battalions of marines; 30 engineers and 2 field guns.
French	2 battalions of infantry and 11 guns with gunners.
American	1,118 men of the 10th Regiment of Infantry. 300 of the 14th "do. 445 cavalry of the 6th Battalion. 4 guns.
Italian	500 infantry; 250 marines; 2 machine guns.
Austrian	800 marines.

The column that went to Pootung, though they had no fighting at the city itself, had a sharp brush with the Boxers to the north-west of that city on the 21st ult. a strong reconnoitring force being sent out in that direction, which telegraphed the intelligence that the Boxers were there in some strength. Reinforcements then went out, and the Bengal Lancers as on previous occasions did excellent work, some 300 of the Boxers being killed. On the 23rd ult. a force of Italians reconnoitring to the north of Pootung also encountered a large body of Boxers, and had a near shave of being surrounded. We reinforced them in time to prevent this and the Boxers there were fairly wiped out.

On the approach of our column, the Pootung officials went out to meet General Gaselle with presents and bribes, but they do not appear to have influenced his subsequent action. Pootung undoubtedly made no resistance to the foreign force in accordance with Li Hung-chang's instructions, who were also responsible for the absence of fighting at Shanhai. But we wonder whether Li was also responsible for the effort made to "Square the Powers with a few hundred thousand taels!"

Pootung is now being occupied in four divisions by the British, French, Germans and Italians, and there is probability that each Power will maintain a garrison there for the winter. A small force has also been sent on to Chengting.

A big fight occurred in the passes between Shanai and Chihli on the 27th ult. outside of Chow-h. N.W. of Pootung between an

Anglo-German force and Imperial troops.

We have not heard any particulars further than that there were no British casualties. The Brigadier-General and Customs Troop at Chinking have each 40 small gunboats under their command, which were formerly intended for the escort of officials, etc. We hear how ever that now they are being overhauled and drilled every day with the greatest activity.

The route through the Imperial Palace Gate from the Chien Men Gate to the Forbidden City, Peking, is reserved for officers and orderlies proceeding to Court on Waldersee's quarters in the Palace of the Empress.

It is proposed to form an International Club in Peking somewhere in the vicinity of the Legations, with the object of promoting friendly intercourse between the officers of the various forces represented in the Capital.

LATE TELEGRAMS.

NEWS VIA AMERICA.

RUSSIA AND AN AMERICAN LOAN.

Chicago, 15th October.
A Times-Herald despatch from Washington says:—Russia is after an American loan. It was learnt here to-day upon indisputable authority that the Russian Government has proposed to negotiate a loan in New York, and that a syndicate is now being organized to float it.

The amount of the proposed loan, the rate of interest and the sale price of the bonds are not known, but it is understood that Russia wants \$50,000,000 in gold. Last spring the Russian Government negotiated a loan of \$20,000,000 in New York, but it is understood that very little if any of that money was sent to Russia. It was used in payment for war ships built by the Cramps at Philadelphia, for American locomotives and steel rails purchased for the Russian and Siberian Government railways. The proceeds of the present loan probably will be remitted directly to St. Petersburg and will doubtless put a stop to imports of gold from Europe to this country for a time.

It is significant that Russia has in vain tried to float a loan in Europe and has been compelled to turn at last to the United States. Last winter Russia sounded the London financiers on the subject of a loan. London would not look at the proposition. Berlin was not too much sure to give assent to it to carry the burden imposed by the wave of speculation and exploitation which has run over the empire during the last few years. The Germans said they had all they could do to keep their own house in order. Russia next appealed to France. Last August M. de Witte appeared in Paris. The Rothschilds were asked to float a loan, and the amount thereof has been stated at \$50,000,000 francs or about \$100,000,000. As yet the success of the loan has not been announced.

In this connection the Times-Herald correspondent discloses an important diplomatic secret. In all the negotiations which have taken place concerning Chinese trouble the United States has found Russia as determined as our own Government to maintain peace. The Russian Government has not only given the United States fair play as to the open door, but has more than once voluntarily declared that it has no intention of seizing any part of China—not even Manchuria. The explicitness of the Russian pledge as the Manchuria has greatly surprised other governments, for there has been a general suspicion that this promise was a mere diplomatic device, and would never be a good deal Russian, would never again see any other flag than that of the Czar. But there are Russian pledges in black and white, and the surprised diplomats can do nothing but accept them.

KRUGER MAY VISIT AMERICA.

New York, 16th October.
A cable to the Sun from Brussels says: The Transvaal agency thinks that President Kruger will make a tour of European capitals and that he will visit President McKinley.

BIG STORM IN SOUTH AFRICA.

London, 16th October.
A despatch to the Daily Telegraph from Cape Town says that a tremendous storm there on Sunday blew a steam crane into the harbour in such a way as to block the entrance to the docks against large steamers. The accident caused several casualties.

CHINESE SMUGGLED INTO THE U.S.

Vancouver, 16th October.
The United States Government is making strenuous efforts to stop the wholesale smuggling carried on by Canadians, who are taking in to the United States hundreds of Chinese, destitute and diseased. The authorities are powerless to cope with the situation, owing to the unfriendly attitude of Canada. The smuggling goes on between the Chilliwack mountains and the coast, and the organized gangs of Canadian smugglers has no less than twenty-five trails marked out on maps. It would take a small army to guard all these trails, so that half of the roads to Uncle Sam's territory lie open to the Chinese. The Canadians sell these maps of the trails, with directions, to what they call "tramp Chinese" that is, Chinese who go in alone, for \$5 each. For showing the way across the border these "tramp Chinese" are paid \$10 a head and Chinese \$25 each, unless in a crowd of twenty, when they charge \$10 a head.

SMALLPOX AT KLONDIKE.

Salt Lake, 16th October.
Advices from Dawson, dated 3rd October, say smallpox has developed in the Klondike to a large extent in the preceding week or two. The officers in and at Grand Forks says, however, he has no doubt the disease will be stamped out soon.

EARTHQUAKE IN ALASKA.

Seattle, 16th October.
Advices received here to-day from Kodiak, Alaska, tell of a series of earthquakes which were felt in that place on October 9th. The trembling began at 2:25 a.m. and lasted at intervals for six hours. Much damage was done to property, but only one life was lost so far as can be ascertained at present. The first shock felt at Kodiak created havoc in the stores at that place. The Alaska Commercial Company lost about \$200 worth of drugs. At Wood Island the North American Company lost a quantity of breakable goods. The wharf at that place was also destroyed. Other people at the different places also lost breakable goods. In all twenty-seven distinct shocks were felt and the earth was in a continual tremor for six hours.

BRITISH FINANCIALS AND THE AMERICAN MARKET.

New York, 16th October.
A cable to the Times from London says: The American market is now closely watched by the London financiers for pointers on the Presidential election. The imports of European gold into the United States have been expected, but idle speculators in the "Kaffir" pit have been surprised to learn from the press despatches that New York bankers had called in gold from South Africa. They did not know that any gold had been left in sight in that quarter. Financiers are commenting here on the long journeys made by gold. Banks in India have been buying gold in Australia for the purpose of obtaining a licence with it, and this gold is now in transit from Calcutta to London for the purchase of silver. Lombard Street is wondering whether the long arm of the creditor coun-

try may not intercept those shipments of Australian gold and divert them from London to New York.

\$5,000,000 MADE IN A DAY.
New York, 16th October.
Without even a single thought or wish, without the physical effort necessary to raise one finger, John D. Rockefeller, the Standard Oil Midas, made \$5,000,000 yesterday by the soaring of his Standard Oil stock. Higher and higher soared the golden-winged thing until from \$566 a share it reached the highest market price ever quoted, \$583. This meant in cold hard figures that Mr. Rockefeller benefited to the extent of just \$17 on each share of his stock. Rockefeller is simply passive. Rockefeller owns at least 33 per cent of the \$1,000,000 of Standard Oil capital stock. His income upon his holding has been 33 per cent. thus for this year. A 12 per cent dividend will probably soon be declared, so that his dividends for the year will be 50 per cent. Holding 334,000 shares of this gilt-edged paper, Rockefeller's profits yesterday were \$5,678,000. All of his interests make up an annual income estimated at \$75,000,000.

SIR HENRY AGLAND DEAD.

London, 10th October.
Sir Henry Wentworth Dyke Agland, Radcliffe Librarian at Oxford University since 1851, died to-day, aged 85. Sir Henry Agland was born in 1850. From Harrow he proceeded to Christ Church, Oxford, and having obtained an All Souls' scholarship in 1840, took his degree in M. P. in 1848. In 1851 he became Radcliffe Librarian, a post he held until his death. From 1857 to 1894 he was Regius Professor of Medicine at Oxford. He attended the Prince of Wales as honorary physician in his American tour in 1860, and his numerous distinctions included honorary degrees, decorations and memberships of royal commissions and scientific societies at home and abroad. His writings include treatises on medical topics. Formerly he was a great yachtsman.

PENNSYLVANIA DYKING RIOTS.

Lawson, Pa., 16th October.
About 1,500 men and sixty women and girls marched eighteen miles from the south side of the Hazleton region during the night for the Panther Creek Alley, where they expected to close the ten collieries of the Lehigh Coal Navigation Company; but just as the weary marchers were nearing their destination this morning they were met on a mountain road by three companies of infantry, and at the point of the bayonet, were driven back four miles to Tamaqua and dispersed. Another crowd of 800 strikers from the north side of Hazleton also marched here and succeeded in closing the company's No. 1 colliery at Nesquehoning, near Mauch Chunk, before the strikers were scattered. The presence of the soldiers was entirely unexpected, and the strikers were much crestfallen that they failed in accomplishing the object of their long march.

ALEUTIAN ISLANDERS DYING OUT.

Port Townsend (Wash.), 16th October.
The United States revenue cutter Albatross arrived to-day from an eventful cruise in the Behring sea. During her cruise she steamed about 1,500 miles and rendered assistance to eighteen vessels in distress along the Alaskan coast, besides doing patrol duty in the interest of sealing. Captain Cushing reports finding the natives in a wretched condition, suffering from hunger and disease. The Albatross was engaged in taking the census of the islands on Attu found only seventy-three persons, including men, women and children. On Adka island, the largest of the Aleutian group, 137 remain of a once numerous tribe, and since leaving that island twenty-seven deaths were reported to Captain Cushing. At the present rate of decrease Captain Cushing predicts that the Aleutian islanders will soon become extinct.

LONDON PLAGUE STORY.

London, 16th October.
The medical authorities of St. Stephen deny that the suspicious case of sickness reported at that place is bubonic plague.

MASSACRE OF EUROPEANS IN EAST AFRICA.

Rome, 17th October.
The Tribuna publishes correspondence to-day from Ashmara, southwest of Massowah, describing the massacre of an expedition to Lake Asal. The expedition is said to have been composed of British, but it is more likely that the members were French, as the lake is situated in possessions ceded to France by Emperor Menelik of Abyssinia. It seems that the column, numbering 200 men, went to Lake Asal to obtain the tax on ivory. The natives replied that they had no ivory, but would give cattle. To this the chief of the expedition agreed. Thereupon a large number of natives entered the camp of the expedition on various pretexts and massacred the disarmed members during a bivouac. A second expedition was sent to assist or avenge the first, but it is believed that this also met with a similar fate.

SERIOUS ILLNESS OF KING OF SWEDEN.

London, 17th October.
King Oscar's illness, says a despatch to the Daily Mail from Stockholm, has developed into a serious inflammation of the lungs. The Crown Prince has been appointed regent.

LATEST STEAMER MOVEMENTS.

The steamer Catherine Apear, from Calcutta, left Singapore for this port on Wednesday afternoon, 14th inst.
The N. Y. K. steamer Keiji Maru (Australian Line) left Koloia for Hongkong and Nagasaki for this port on the 14th inst., and is expected to arrive here on the 20th inst.
The steamer Calcutta left Singapore on the 14th inst., and is due in Hongkong on the 19th inst.
The steamer Achilles left Singapore on the 15th inst., and is due in Hongkong on the 20th inst.
The Imperial German Mail steamer Saucken, which left here on the 17th October, arrived at Genoa on Wednesday, p.m., the 14th instant.

EXPORT CARGO.

Per steamer Idomenes, sailed on the 31st Oct. For London:—6,662 bales hemp, 550 bales waste silk, 41 bales cases, 153 cases preserves, 1,611 cases preserves, 50 cases Chinaware, 6 cases blackwoodware, 10 cases cigars, 30 cases essential oil, 42 bags copra, 23 bags gum, 575 pkgs. crackers, 196 pkgs. salt, 3 pkgs. preserves, etc. For Liverpool:—1 case silk. For Glasgow:—90 cases ginger, 3 cases onion. For Dundee:—50 cases preserves. For Hamburg:—3 cases shell. For London opt. Manchester:—175 bales waste silk. For London opt. Hamburg:—500 bales. 60 cases britania, 25 cases star aniseed. For London opt. Rotterdam:—100 bales bamboo splits. For Rotterdam:—200 cases preserved ginger, 25 cases casein buds, 23 pkgs. casein, 3 pkgs. samples.

The relations existing between mistress and maid in Australia are aptly illustrated in a recent issue of a Queensland paper,

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	Batt.	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	CANTON	Jap. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LONDON VIA SUEZ CANAL	ANTONOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, VIA PORTS OF CALL	PYRRHUS	Ger. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
MASSILLON, &c. VIA PORTS OF CALL	STUTTGART	Brit. str.	—	Vaquier	MELCHERS & CO.	On 29th inst. at Noon.
MASSILLON, LONDON & ANTWERP, V. SPORE, &c.	TORIN	Brit. str.	—	N. Trenant	MELCHERS & CO.	On 19th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG V. COLOMBO	AWA MARU	Ger. str.	—	Förck	CARLOWITZ & CO.	On 30th inst. at Daylight.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On 19th inst.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 29th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 31st Dec.
NEW YORK VIA SUEZ CANAL	HILGLEN	Brit. str.	—	Hansen	DODWELL & CO. LIMITED	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	F. Gedys	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	O.P. Marshall, R.N.R.	McGREGOR, BROS. & CO.	On 25th inst.
NEW YORK	GLENGARRY	Brit. str.	—	A. Dixon	ARNOLD, KARRER & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPIRE OF INDIA	Brit. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Jap. str.	—	T. M. Stevens & Co.	DODWELL & CO. LIMITED	On 24th inst. at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	RIOSUN MARU	Ger. str.	—	O. & O. S. S. Co.	NIPPON YUSEN KAISHA	On or about 27th inst.
PORTLAND, OREGON VIA JAPAN	COPTIC	Brit. str.	—	TOTO KISEN KAISHA	PACIFIC MAIL S. S. CO.	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 14th Dec.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	G. K. Wright	NIPPON YUSEN KAISHA	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	G. E. Cook	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
SAN DIEGO, &c. VIA MOJI, &c.	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
AUSTRALIAN PORTS.	SILEZIA	Amr. str.	—	Durando	MESSAGERIES MARITIMES	To-day, at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	HITACHI MARU	Jap. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	F. Mores	SANDER, WIELER & CO.	On or about 20th inst.
SHANGHAI	LOONGMOON	Brit. str.	—	A. L. Valentini	DOUGLAS LARBAIK & CO.	On 21st inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Brit. str.	—	Bathurst	MITSUBI BUSSAN KAISHA	On or about 23rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAZAGON	Brit. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	On 18th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHIEDE	Brit. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 20th inst. at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAIDONG	Brit. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAMU MARU	Jap. str.	—	E. W. Almond	SHEWAN, TOMES & CO.	On 23rd inst. at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANPING MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	AKASHI MARU	Jap. str.	—	Fennel	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PERLA	Brit. str.	—	T. Rassevich	SANDER, WIELER & CO.	On 6th Dec. P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—			
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	—			
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LIGHTNING	Brit. str.	—			
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MARIA TERESA	Amr. str.	—			

SHIPPING.

ARRIVALS.

Nov. 14, KUMANG, British str., 2,078. E. J. Buller, Singapore 8th Nov. General.

Nov. 14, WONGUNG, British str., 1,030. M. Townson, Wulu 8th Nov. and Chungking 9th, General. BUTTERFIELD & SWIRE.

Nov. 14, SILEZIA, Austrian str., 2,640. Craghetto, Yokohama and Kobe 7th November, General. SANDER, WIELER & CO.

Nov. 15, LOONGMOON, German str., 1,245. Schultz, Canton 14th November, General. SIEMSEN & CO.

Nov. 15, AMERICA MARU, Japanese str., 3,446. P. H. Goings, San Francisco 17th October and Shanghai 12th November, Mails and General. TOKYO KISEN KAISHA.

Nov. 15, ARAGONIA, German str., 3,324. F. Forst, Singapore 8th Nov. General. SIEMSEN & CO.

Nov. 17, TEINAN, British str., 1,450. Anderson, Hongkong 13th Nov. General. BUTTERFIELD & SWIRE.

Nov. 15, KONG BEE, British str., 2,050. Peters, Singapore 9th Nov. General. CHINESE.

Nov. 15, HAILONG, British steamer, 781. H. Bathurst, Haiphong 13th Nov. Rice. DOUGLAS LARBAIK & CO.

Nov. 15, SULLBERG, German str., 782. J. Jensen, Canton 15th Nov. General. SIEMSEN & CO.

Nov. 15, BENOLUTHA, British str., 1,320. C. Stewart, Shanghai via Amoy 10th Nov. General. CHINESE.

CLEARANCES.

At the Harbour Master's Office.

15th November.

Hakka, German str., for Hongkong.

Loongmoon, German str., for Shanghai.

Hakka Maru, Japanese str., for Singapore.

Eastern, British str., for Port Darwin.

Feiching, British str., for Haiphong.

Decina, German str., for Saigon.

Benolutha, British str., for Canton.

DEPARTURES.

Nov. 15, FEICHING, British str., for Haiphong.

Nov. 15, ULXESSE, British str., for Shanghai.

Nov. 15, TIALES, British str., for Swatow.

Nov. 15, CHINOTU, British str., for Yokohama.

Nov. 15, HAITAN, British str., for Swatow.

Nov. 15, BENOLUTHA, British str., for Canton.

Nov. 15, DECINA, German str., for Saigon.

Nov. 15, KONIG ALBERT, Ger. str., for Shanghai.

VESSELS IN DOCK.

At the Harbour Master's Office.

Loongmoon, German str., Benolutha, Dunblane.

Loongmoon, German str., Don Juan de Austria.

Chingta, H.M.S. Janus, Melanes, Tartar.

Chwanshan, J. Diederichsen, Yuensang, Forest Dale.

OSMOPOLITAN DOCK.

Zihongha, Mongkut.

SHIPPING REPORTS.

The British steamer *Hailong*, from Haiphong 13th inst. had fresh N.E. wind, moderate sea and clear weather.

The British steamer *Kumung*, from Calcutta and Singapore 8th inst. had light northerly winds and sea weather to lat. 15° N.; from lat. 15° N. to lat. 18° N. strong monsoon and high sea; and from thence to port moderate N.E. wind and fine weather.

The British steamer *Benolutha*, from Shanghai via Amoy 10th inst. had moderate to fresh N. and N.E. gale with heavy sea and more or less rain, arriving at Amoy at 11 p.m. on the 12th inst. Left again at 4.10 p.m. on the 13th. Had moderate to fresh N.E. and N. winds and strong following sea, with showers of light rain to Breaker Point; from thence to port moderate N.N.W. winds, with easterly swell and passing showers.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU."

(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 16th November, 1900. [2892]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 16th inst. at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 15th November, 1900. [2860]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schulz, will be despatched for the above ports TO-DAY, the 16th inst. at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 14th November, 1900. [2890]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA" (late "MENMUIR").

Captain R. W. Almond, will be despatched as above TO-MORROW, the 17th instant, at DAYLIGHT.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th November, 1900. [2884]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PUEBLO AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, MALTA, VERDIE and ADRIATIC PORTS)

THE Company's Steamship

"SILEZIA"

Captain P. Craghetto, will be despatched as above TO-MORROW, the 17th inst. P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 7th November, 1900. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMU MARU."

Captain K. Masagawa, will be despatched for the above ports on SUNDAY, the 18th inst. at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 12th November, 1900. [15]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILGLEN"

will be despatched for the above port on or about the 26th November, 1900.

For Freight, apply to

DODWELL & CO. LD., Agents.

Hongkong, 25th October, 1900. [2410]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 9th November, 1900. [2888]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA Capt. Förck	HAVRE, BREMEN, HAMBURG (via COLOMBO) (London with transshipment in Hamburg)	On 19th November.
AMBRIA Capt. A. Wagner	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 6th December.
ARAGONIA Capt. Forst	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG Capt. Hempel	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.
SAMBIA Capt. Schmidt	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 23rd Nov. at DAYLIGHT.
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov. at 4 P.M.
RIOSUN MARU J. W. Ekstrand	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 24th Nov. at 4 P.M.
SHINANO MARU G. E. P. Cook	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 26th Nov. at NOON.
AWA MARU N. Trenant	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 30th Nov. at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI and JAPAN	MAGAZON	About 20th Nov.	Freight only.
PAN	R. T. L. Cook, R.N.R.	Nov.	
SHANGHAI	CITYDE	About 23rd Nov.	Freight or Passage.
	A. L. Valentini	Nov.	
LONDON, &c.	COROMANDEL	Noon, 24th Nov.	See Special Advertisement.
	F. W. Vibert, R.N.R.	Nov.	
LONDON	CANTON	About 29th Nov.	Freight or Passage.
	C.F. Lockstone, R.N.R.	Nov.	
YOKOHAMA via JAPAN	G. K. Wright	About 30th Nov.	(Passing through the Inland Sea.) Freight or Passage.

PASSENGER SEASON, 1901.

SA. PLASSY 7,240 tons March 30th MARSEILLES and LONDON DIRECT.

SA. ROBRON 7,382 tons April 27th Without Transshipment.

For Further Particulars apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th November, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ.

PORT SAID, NAPLES, GENOA, ANTWERP.

BREMERHAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
STUTTGART	WEDNESDAY	25th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PREUSSSEN	WEDNESDAY	9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	23rd January, 1901.
SACHSEN	WEDNESDAY	6th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	20th February, 1901.

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutsches Lloyd, Captain P. Grosse, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 28th November, Cargo and Space will be received on Board until 5 P.M. on TUESDAY, the 27th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 27th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 16th November, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	4,911	A. Dixon	November 26
EBASMAL	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DURE OF FIRE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath, Klamath, Fields. Frequent Sailings from Victoria and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th November, 1900.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Nov. 1900.

"EMPEROR OF JAPAN" Comdr. E. Fyfe, R.N.R. WEDNESDAY, 19th Dec. 1900.

"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 16th Jan. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, making THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.
GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900.

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, RONDORREY, MADRAS,
CALCUTTA, DIBOUTY, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO.

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaguer, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 6th November, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ERNEST SIMONS."
Captain Durand, will be despatched for the above ports on or about MONDAY, the 19th inst.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 14th November, 1900.

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL, DIRECT.
(TAKING CARGO AT LONDON RATES.)
THE Company's Steamship

"TANTALUS."
Captain Gregory, will be despatched as above on TUESDAY, the 20th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th November, 1900.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 9th November, 1900.

FOR NEW YORK
THE 3 L. II British Bark
"R. MORROW."
Shortly expected from MANILA, will load here for the above port and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & CO., Agents.
Hongkong, 13th November, 1900.

3283

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th November, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"GIBELA."
Captain F. Mosca, will leave for the above places on WEDNESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to SANDER, WIELER & CO., Agents.
Hongkong, 16th November, 1900.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, ILOILO AND CEBU.
THE Company's Steamship

"KAIFONG."
Captain Penfoster, will be despatched as above on SATURDAY, the 24th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th November, 1900.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AJAX."
Captain Batt, will be despatched as above on TUESDAY, the 27th November.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1900.

LOADING ON THE BERTH.
FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND PORTS.
THE First Class Twin Screw Steamer

"MILOS."
will be despatched on or about 27th instant.
For Freight, apply to T. M. STEVENS & CO., Agents.
Hongkong, 7th November, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 14th November, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"VERONA."
Captain Hansen, will be despatched for the above port on or about 28th December.
For Freight apply to CARLOWITZ & CO., Agents.
Hongkong, 8th November, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 10th Dec. 3,000 Tons
S.S. "KALVEX" On 12th Dec. 2,400 Tons

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.
Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th November, 1900.

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL, DIRECT.
Taking Cargo at London Rates.
THE Company's Steamship

"FVREHUS."
Captain Tilloren, will be despatched as above on SATURDAY, the 1st December.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th November, 1900.

2776

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHIAH GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship

"COROMANDEL."
Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 12th November, 1900.

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship

"GLENGARRY."
Captain F. Godey, will be despatched for the above port on the 25th November, 1900.
For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.
Hongkong, 26th October, 1900.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OVERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

NOTICES TO CONSIGNEES.
"SOBRON."
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. India.
From Australia, ex s.s. Hwa-laya.
Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. on the 12th instant.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.
Hongkong, 10th November, 1900.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship

"KONIG ALBERT,"
OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, at 9.30 A.M.

All claims must reach us before the 24th November, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 14th November, 1900.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.
THE H. A. L. Steamship

"AMBRIA."
Captain A. Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 9th November, 1900.

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NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM LONDON AND STRAITS.

THE Steamship

"GLENFARG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

No Fire Insurance has been effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.
Hongkong, 12th November, 1900.

HONGKONG STEAMERS.
America Maru, Jap. str., 3,446, Going, Nov. 15.
Toyo Kisen Kaisha, Aragonian, German str., 3,324, Forst, Nov. 15.
Siemens & Co. Babelsberg, German str., 1,393, Ruckham, Nov. 11.
East Asiatic Trading Co. Chivensham, British str., 1,232, Messer, Nov. 3.
Brudley & Co. Clam, British steamer, 2,311, Evans, Nov. 6.
Arnhold, Karberg & Co. Coptic, British steamer, 2,744, Rinder, Nov. 7.
O. & O. S. S. Co. Eastern, British steamer, 3,500, Ellis, Nov. 11.
Gibb, Livingston & Co. Elita Nossack, German str., 1,400, Bruhn, Nov. 13.
Empress of India, British str., 3,003, Marshall, Oct. 30.
C. P. R. Co. Forest Dale, Brit. str., 2,215, Cripsey, Nov. 11.
Brudley & Co. Hainan, French steamer, 377, Merles, Nov. 14.
A. R. Marty Halloung, British str., 783, Bathurst, Nov. 15.
Douglas Lapsack & Co. Hakata Maru, Jap. str., 3,610, Sommer, Nov. 13.
Nippon Yusen Kaisha. Hanoi, French steamer, 749, Fannier, Nov. 14.
A. R. Marty Helian, Norwegian str., 832, Eitrem, Nov. 11.
E. A. Trading Co. Hisingar, British str., 2,415, Lake, Nov. 13.
Jardine, Matheson & Co. Hong Bee, British str., 2,056, Peters, Nov. 15.
Chinese Hne, French steamer, 704, Godinau, Nov. 14.
A. R. Marty Jacob Diederichsen, Ger. str., 623, Riecke, Nov. 8.
Jensen & Co. Kirkfield, British str., 2,289, Watson, Nov. 7.
Doddwell & Co. Kumrang, British str., 2,073, Buller, Nov. 14.
Jardine, Matheson & Co. Lightning, British str., 2,122, Spence, Nov. 11.
D. Sassoon, Sons & Co. Loongmoon, Ger. str., 1,245, Schulz, Nov. 9.
Siemens & Co. Monstans, British str., 3,006, Towell, Oct. 30.
Butterfield & Swire. Mennun, British str., 1,236, Almond, Nov. 11.
Shewan, Thomas & Co. Mongkut, German str., 859, Muller, Nov. 7.
Butterfield & Swire. Peiyang, German str., 897, Kohler, Nov. 11.
Siemens & Co. Falago, British steamer, 1,100, Blinn, Nov. 13.
Pharman, German str., 1,021, Calder, Nov. 9.
Melchers & Co. Sabine Rickmers, British str., 690, Nasbet, Nov. 9.
Arnhold, Karberg & Co. St. Bede, British str., 2,287, McPherson, Nov. 8.
Order Sandakan, German str., 1,374, Muhle, Nov. 10.
Melchers & Co. Siam, British steamer, 892, Stovell, Nov. 13.
Bradley & Co. Silesia, Austrian str., 2,840, Craglietto, Nov. 14.
Sander, Wieler & Co. Sullberg, German str., 782, Jensen, Nov. 12.
Siemens & Co. Taiter, German steamer, 828, Calender, Nov. 6.
Meyer & Co. Tartar, British steamer, 2,768, Bowles, Oct. 23.
C. P. R. Co. Tryn, Norwegian str., 710, Dahl, Nov. 3.
East Asiatic Trading Co. Taima, British str., 1,459, Andersen, Nov. 15.
Butterfield & Swire. Volute, British steamer, 1,473, Carter, Nov. 14.
Arnhold, Karberg & Co. Wooming, British str., 1,030, Dowson, Nov. 14.
Butterfield & Swire. Yuenisang, British str., 1,128, Rolfe, Nov. 10.
Jardine, Matheson & Co.

SAILING VESSELS.
Benjamin Sewall, American ship, 1,245, Sewall, Sept. 23, Order.
Bittorn, British schr., 390, Askin, Aug. 23.
Siemens & Co. Dumbiana, Italian bark, 721, Trapani, Oct. 20.
Order Dundee, British ship, 1,928, Hemming, Oct. 14.
Standard Oil Co. Mary L. Cushing, Amr. ship, 1,576, Pendleton, Oct. 7.
Standard Oil Co. President, British bark, 750, Munro, Aug. 24.
Siemens & Co. Packard, American bark, 2,000, Allen, Oct. 6.
Order Sierra Miranda, British ship, 1,740, McMaster, Oct. 20, Order.
State of Maine, Amr. ship, 1,446, Colcord, Oct. 5.
Standard Oil Co. Vale of Doon, British bark, 689, Petersen, Oct. 30.
Sander, Wieler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Alaric, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. E. M. Cradock, at Shanghai.
Algerine, ship, 1,050 tons, 6 guns, 1,100 h.p., Comdr. H. H. Johnston Stewart, at Taku.
Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starlin, at Shanghai.
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.
Astraea, cruiser, 4,300 tons, 10 guns, 3,000 h.p., Capt. Alfred W. Paget, at Hongkong.
Amora, cruiser, 3,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.
Borara, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Taku.
Bonaventure, cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Nankiang.
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. B. Jellicoe, at Woussing.
Daphne, ship, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Wilmington-Ingram, at Hongkong.
Dido, cruiser, 2nd class, 5,000 tons, 11 guns, 9,000 h.p., Capt. F. F. Tildard, at Shanghai.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.
Fame, torpedo-boat destroyer, 390 tons, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Shanghai.
Firebrand, gunboat, 455 tons, 4 guns, 860 h.p., in reserve, at Hongkong.
Goliath, battleship, 12,950 tons, 18 guns, 13,500 h.p., Capt. Louis E. Waits, at Shanghai.
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.
Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai.
Humber, storeship, 1,040 tons, Comdr. H. J. Davison, at Hongkong.
Isis, cruiser, 2nd class, 5,580 tons, 11 guns,

